Improvement of track capacity and its maintenance

*512. SHRI EKANATH K. THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact that most of the lines are already saturated and hence there is no track capacity to start 46 new trains announced in the Railway Budget, 2005;

(b) whether it is a fact that railways have failed to start more than half of the 32 trains promised in the last Budget; and

(c) if so, the steps Government propose to take to improve track capacity and its maintenance?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) In the Railway Budget 2005-06, 46 new trains are proposed for introduction. Out of this, 30 trains will run on non-saturated sections and 16 trains will pass through the saturated sections. Commissioning of new lines, gauge conversions etc increases the aspirations of the people so much that it becomes imperative to run new trains to connect these places with other parts of the country, even though, certain sections enroute are saturated. Normally the demand far exceeds the resources available. Therefore, utmost care its taken while announcing the new trains. At the same time, existing trains running in saturated sections are also augmented as far as feasible to meet the public demand.

(b) Out of 32 pairs of trains announced in last year budget 30 pairs of trains have already been introduced. Only 2 pairs of trains namely Saharsa-Mansi Passenger and Agra Fort — Jaipur Express could not be introduced. Saharsa-Mansi Passenger has not been introduced due to ongoing Gauge Conversion and bridge works delayed due to floods. Introduction of Agra Fort-Jaipur Express is awaiting clearance of gauge converted line from Commissioner of Railway Safety.

(c) Line capacity works are taken up from time to time to provide additional line capacity on a particular route to meet the demand of increase in traffic. These works include doubling/multiple line projects, traffic facility works, signal improvement works etc. Apart from this, new line and gauge conversion projects also create additional capacity for movement/diversion

of trains. A thrust has been given to expeditiously complete the capacity enhancement works so as to create additional capacity for movement of trains.

Crime in trains

*513. SHRI RAM NATH KOVIND:
SHRI S.S. AHLUWALIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that crime in trains has been on the rise during the recent past;

(b) the details of complaints registered by RPF/GRP and prosecution cases instituted based thereon, railway zone-wise during the last five years till 31st December, 2004; and

(c) whether any additional steps are being taken, particularly for identification of the vulnerable rail routes, for augmenting safety of passengers, during the last one year?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) and (b) No, Sir. According to Entry No. 2 of the State List of the Constitution of India. 'Police' (including Railways and village Police), is a State subject. Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are, therefore, the statutory responsibility of the State Police. The State Police have a separate wing called the Government Railway Police (GRP) for dealing with all matters relating to law and order on the Railways. Prevention and detection of crime is the constitutional responsibility of the State Governments, and as such, Ministry of Railways has to depend largely on them for control of crime over Railways.

However, the information pertaining to complaints registered by Government Railway Police of the State Governments and prosecution of offenders during the last five years reveal that the overall crime in trains has decreased. During the year 2004, *i.e.* under the head of Murder, Dacoity, Robbery, Rape & Theft of passengers' belongings, 7184 cases